

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,263 號叁十陸百貳千叁萬壹第 日捌拾月捌年六十二緒光 HONGKONG, TUESDAY, SEPTEMBER 11TH, 1900. 式拜禮 號壹十月玖年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

COLEMAN'S WINCARNIS

Is THE FINEST TONIC AND RESTORATIVE IN THE WORLD.

OVER SIX THOUSAND

Unsolicited Testimonials have been received from Medical Men.

SOLE AGENTS FOR HONGKONG AND SOUTHERN PARTS OF CHINA—

A. S. WATSON & CO. LIMITED.

[1632]

CUTLER, PALMER AND CO. WINE SHIPPERS SINCE 1815.

Who have assigned their Brands to Hongkong for over half a century.

Apply to G. C. ANDERSON, Hongkong, 13, Praya Central.

[41]

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month. It is of Superb Quality and of

Cutler, Palmer & Co.'s Selection. Sole Agents for

LANE, CRAWFORD & CO. Hongkong.

[41]

JOHN WALKER & SONS' KILMARNOCK WHISKY.

The World-renowned. Fine Old Highland Whiskies are shipped by CUTLER, PALMER & CO., and are

of the highest quality. Apply to G. C. ANDERSON, Hongkong, 13, Praya Central.

[43]

CUTLER, PALMER & CO.

PRICES \$10.75 PER DOZ.

NET

"SPECIAL BLEND" WHISKY

Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to SIEMSEN & CO. Hongkong. [42]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE. WEEK DAYS.

7.30 a.m. to 8.30 a.m. Every quarter of an hour. 8.30 a.m. to 9.30 a.m. Every ten minutes.

9.30 a.m. to 10.45 a.m. Every quarter of an hour. 11.30 a.m. to 3.30 p.m. Every quarter of an hour.

3.30 p.m. to 8.00 p.m. Every quarter of an hour. Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS. Extra Night cars at 11.30 and 11.45 p.m. SUNDAYS.

8.15 a.m. to 10.15 a.m. Every half hour. 10.30 a.m. to 11.00 a.m. Every ten minutes.

Noon to 2 p.m. Every quarter of an hour. 2.45 p.m. to 8 p.m. Every quarter of an hour.

Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.

JOHN D. HUMPHREYS & SONS, General Managers. Hongkong, 1st May 1899. [1603]

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having a first class machine, and the above Establishment is always leading in this respect.

We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fitting of every description.

Bargains can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a specialty.

MCKIRDY & CO. 43 & 45A, QUEEN'S ROAD EAST. Hongkong, 3rd November, 1899. [2461a]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

\$5.00 per Cask of 37½ lbs. net at Factory.

\$3.90 per Cask of 250 lbs.

SHEWAN TOMES & CO. General Managers.

Hongkong, 2nd July, 1900. [1606a]

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal).

LAUTS WEGENER & CO. Sole Agents.

Hongkong, 17th May, 1895. [152]

SUMMER DRINKS.

WATKINS' FRUIT SYRUP WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND REFRESHING BEVERAGE.

RASPBERRY. BANANA. BLACKBERRY. STRAWBERRY. LEMON. LEMON SQUASH. PEACH. ORANGE. PINEAPPLE. CHERRY, &c., &c.

MANUFACTURED ONLY BY

WATKINS, LIMITED,

CHEMISTS AND AERATED WATER MANUFACTURERS.

66, QUEEN'S ROAD CENTRAL, HONGKONG. [112a]

BISMARCK & CO.,

27 & 28A, PRAYA CENTRAL.

NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL MERCHANTS Hongkong and Port Arthur. CONTRACTORS for the GERMAN and RUSSIAN NAVY in Hongkong, RUSSIAN NAVY, CHINESE, EASTERN RAILWAY CO. RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur. [1215a]



POMMERY AND CRENO. LOUIS RODERER. BOLLINGER. KRUG. GIESLER. PIPER-HEIDSIECK. LANSON. IRROY CARTE D'OR. C. H. DARGONNE. PAUL DOMMIER.

CHAMPAGNES.

SOLE AGENTS FOR ABOVE BRANDS—

CALDBECK, MACGREGOR & CO., WINE & SPIRIT MERCHANTS.

COTTAM & CO., HONGKONG HOTEL.

OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in SILK or INDIA GAUZE), AND WHITE CANVAS BOOTS AND SHOES, &c., &c. [35a]

LANE, CRAWFORD & CO.

FOLDING CANVAS CAMP BEDSTEADS.

OPEN MEASURES 6 feet 2 inches by 2 feet 3 inches.

CLOSED 3 feet 1 inch by 6 inches by 5 inches.

THE MOST PORTABLE CAMP BEDSTEAD EVER MADE.

FURNISHING DEPARTMENT.

LANE, CRAWFORD & CO.

PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS. EASTMAN KODAKS, FILMS AND ACCESSORIES. DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co.,

17A, QUEEN'S ROAD, HONGKONG. [39a]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC, C.P. & Co.'S INVALIDS' PORT,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC. \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

O. P. & Co.'S OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNQUALLED AT THE PRICE.

AGENTS—SIEMSEN & CO., HONGKONG. [41a]

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

FROM "LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.

J. M. DE ZUNIGA,

No. 9, QUEEN'S ROAD CENTRAL.

Entrance: ICE HOUSE STREET (New Victoria Hotel)

ROBINSON PIANO CO., LD.

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH BY THE MAKERS AND OURSELVES.

ROBINSON PIANO CO., LD.

2109a] THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [33a]

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

LIGHT TABLE WINES.

	1 DOZ.	2 DOZ.
	QUARTS.	PINTS.
MEDOC	\$4.50	\$5.00
CALIFORNIA CLARET	4.50	5.00
CALIFORNIA ZINFARDEL	5.00	5.50
ST. JULIEN	6.50	7.50
CALIFORNIA HOCK	6.00	7.00
CALIFORNIA RIESLING	6.00	7.00

H. PRICE & CO.,

WINE AND SPIRIT MERCHANTS.

12, QUEEN'S ROAD.

HONGKONG CRICKET CLUB.

AUCTIONS

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions to Sell by PUBLIC AUCTION THE FOLLOWING

VALUABLE LEASEHOLD PROPERTIES. Situate at Robinson Road, Victoria, Hongkong, in 6 Lots.

FRIDAY.

the 14th September, 1900, at 3 p.m., at his Sale Rooms, Ice House Lane.

Lot 1.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section A of Inland Lot No. 704, containing an area of 1,578 square feet or thereabouts.

Lot 2.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section B of Inland Lot No. 704, containing an area of 8,765 square feet or thereabouts.

Lot 3.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section C of Inland Lot No. 704, containing an area of 8,328 square feet or thereabouts.

Lot 4.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section D of Inland Lot No. 704, containing an area of 7,929 square feet or thereabouts.

Lot 5.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section E of Inland Lot No. 704, containing an area of 6,778 square feet or thereabouts.

Lot 6.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as The Remaining Portion of Inland Lot No. 704, containing an area of 14,985 square feet.

All the above described Lots are held for the sale of a term of 99 years and are sold subject to the existing Tenancy.

For further particulars, apply to— C. EWENS, or to

GEO. P. LAMMERT, Auctioneer.

Hongkong, 6th September, 1900. [2363]

PUBLIC AUCTION.

THE Undersigned has received instructions from Mr. ATACK, Furniture Dealer (owing to his removal to new premises), to sell by Public Auction, on SATURDAY, the 15th September next, at his Store, 39, Queen's Road Central, the portion of his

STOCK-IN-TRADE, FURNITURE, FIXTURES, &c., &c.

TERMS—As Usual.

V. I. REMEDIOS, Auctioneer.

Hongkong, 31st August, 1900. [2315]

HIRANO NATURAL MINERAL WATER.

HIRANO MURA, HYOGO-KEN, JAPAN.

BOTTLED in its Natural Carbonic Acid Gas. Bright, Sparkling, and Effervescent. An excellent drink with Wines or Spirits. Price \$5.50 per Case of 48 Bottles.

As seen from the Imperial Japanese Government's Analysis the above belongs to a class of saline mineral waters having alkaline reaction, and taken internally its medical uses are for chronic catarrh of the stomach, intestinal, diseases of glands, and chronic endometritis.

TAI WO & CO.,

22, Bank Buildings,

Agents for Hongkong.

Hongkong, 14th August, 1900. [2271]

MUSIC LESSONS.

MR. L. A. GRACA receives Pupils for Lessons in Violin, Mandolin and Portuguese Guitar.

For terms, &c., apply to— ROBINSON PIANO CO.

LANE, CRAWFORD & CO.

Hongkong, 7th September, 1900. [2370]

Arrivals, Departures and other Shipping Intelligence will be found on pages 5, 6 and 7.

INTIMATIONS.

GOLD MEDAL PARIS 1878-1889.

JOSEPH GILLOTT'S

The Only Award Chicago, 1893. Nominations used by Banks, Burdell Pans, 225, 226, 262 Slip Pans, 332, 333, 287, 100, 404, 7,000.

In Fine, Medium, and Broad Points. THE NEW TURNED-UP POINT, 1032, 2837.

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor. CHARGES MODERATE. [44]

THE PEAK HOTEL.

City Office: 7, Duddell Street. [1028]

HOTEL CRAIGIEBURN.

PLUNKETS GAP, THE PEAK, near the Tram Terminus. Tel. 56. For Terms, apply to the MANAGER. Hongkong, 2nd July, 1900. [1029]

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly Spacious Rooms. Very MODERATE TERMS to FAMILIES, by the DAY, WEEK, or MONTH. SINGLE ROOMS from \$4 a day, inclusive of BOARD and ATTENDANCE. [45]

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished. The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Guests. Cuisine excellent; under Experienced Management. Terms Moderate. A. FONSECA, Manager. Hongkong, 1st December, 1899. [47]

HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

THIS First class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well-furnished Bed-rooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate.

L. HING KEE, Proprietor. Telegraphic address "HINGKEE." [3919]

VICTORIA HOTEL.

SHAMKIN—CANTON.

THIS FIRST CLASS HOTEL having been thoroughly renovated, and a new specially built 3 Storey wing added to it, now affords splendid Accommodation for 40 to 50 Visitors.

The Bed Rooms are airy and comfortably furnished and the Dining and Sitting Rooms are spacious and replete with every convenience for Tourists.

Excellent Cuisine and best Wines. The Hotel's Boat board all Steamers on their arrival and departure. Telegraphic address "VICTORIA, Canton." A. B. C. and A. C. Codes used.

MADAB & FARMER. T. F. DA CRUZ, Proprietors. Hongkong, 16th November, 1899. [44]

Imperial Maritime Customs.

Coast Inspector's Office.

Shanghai, 3rd September, 1900. [2385]

PROFESSIONAL NOTICE.

DENTON E. PETERSON,

DOCTOR OF DENTAL SURGERY,

9, VICTORIA TERRACE, TIENTSIN.

10, DES VEXES ROAD, CENTRAL, HONGKONG.

DR. PETERSON has RESUMED his DENTAL PRACTICE in South China and may be consulted at

10, DES VEXES ROAD, CENTRAL, 1st Floor.

Hours 10 A.M. to Noon; 2 to 5 P.M.

The Doctor is at present in Swatow.

Hongkong, 28th August, 1900. [2294]

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.
AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1st FLOOR.

A. S. WATSON & CO.,
LIMITED,
WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

SCOTCH WHISKY.

A—THORNE'S BLEND, White Capsule..... \$10.80

B—WATSON'S GLENORCHY, MELODIOUS BLEND, Blue Capsule, with Name and Trade Mark 10.80

C—WATSON'S ABELLOUR-GLENLIVET, Red Capsule, with Name and Trade Mark 12.00

D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule 14.40

E—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule 15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high-class Soda Whiskies, of greater age than most brands in the market.

ABELLOUR GLENLIVET is a very old Peat Whisky (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & CO., LIMITED,
WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

MARRIAGE.

On the 4th August, at St. Nicholas Church, Chislehurst, by the Rev. J. P. Twist, M.A., Captain JOHN HENRY LYON, 1st BATT. KING'S OWN REGIMENT, son of the late Major J. H. LYON, Royal Artillery, to ANNE OLIVIER, second daughter of Sir Thomas Jackson, Hongkong and Shanghai Bank.

The Daily Press.

HONGKONG, September 11th, 1900

The suggestion that we made a short time ago, that Great Britain should not hesitate to send out to China with full powers the very ablest of her sons, has not lost its force through the current of recent events; rather, we should say, it has been considerably strengthened. We have not a word to say against Sir CLAUDE MACDONALD, but Sir CLAUDE's powers for good have been very seriously compromised by the persistent manner in which all his recommendations have been treated by Lord SALISBURY, who has not hesitated on every occasion, when they contravened the Prime Minister's private views, to set aside the advice of his Minister in deference to the interested assertions of the Chinese Minister at Portland Place. It is no new phenomenon, older even than the BURLINGAME Mission itself, that the most reactionary of governments on the face of the earth should desire to find itself represented in London by an agent asserting himself as the friend of the most progressive measures; but it is well to remember that hitherto not only have these declared sentiments borne but little fruit, but in each case have been the actual precursors of some deed even darker than usual. Those in China who had carefully watched the progress of the present Minister, and carefully noted his words when on tour through the provinces, did not fail to sound the warning note; but, as none are so blind as those who do not desire to see, their words passed unheeded by the crowd, who, mistaking wishes for facts, were willing to accept the word of its clever representative. These flowery promises of an amendment never intended to go further than mere words. As in the former case of a BURLINGAME these cheap words of world-wide benevolence ended in the massacre of Tientsin and a general uprising, prevented by mere ac-

cident from becoming universal, so in the present the shoddy speeches of the Minister were followed by the most diabolical plot of modern times—aiming at nothing less than the murder of all the Ministers at Peking, and the slaughter of every foreign resident. These facts are not denied even by the would-be perpetrators themselves, and yet in the face of these undeniable facts we find more than one government not only prepared to treat with the actual perpetrators, but desirous of inducing the others to condescend to an equally purposeless act of self-annihilation. Yet perhaps we are wrong in denouncing the proposal as purposeless. Russia is not given to act in this magnanimous manner, unless some set purpose be in view, and we are justified from the past in concluding that the very unseemly surrender which would withdraw from Peking the troops only arrived in time and after severe loss to prevent a horrible massacre were dictated by motives far otherwise than mere benevolence. These are some of the circumstances that show the necessity of a strong and capable representative on the spot, and which require a power of grasp and administration not inferior to what has been shown feasible in Egypt and South Africa. The task in China, even more than in Egypt, is not only one needing a capacity for dealing with the situation as concerns China itself, but is complicated by the very different views exhibited by the European states, and must be attacked by some one with a profound knowledge of the inner workings of European politics. At the moment, it is true, all repudiate, and doubtless conscientiously, the idea of annexation in any shape or form; but unfortunately ideas differ as to what is and what is not to be considered as annexation. So also the modern phrase "sphere of influence" has very different interpretations as rendered by one or the other. It will, however, be on apparently minor topics that most discussions will take place, many of which will be subjects that have to be settled on the moment before time is afforded for reference to Europe. On the whole the task will be one needing not only the local knowledge which residence in China can alone supply, but that infinitely more delicate and shaded perception of future effects only to be acquired from a close and intimate touch with current events and tendencies at the chief centres of political life. It is daily becoming more evident that the Foreign Office has not the necessary grasp of the situation; and has permitted the old traditional fallacies to warp its judgment in the present crisis. Had it any success to show for the past, it might have pleaded its former prestige; but, as a fact, it has been steadily and surely retrograding. What by force of arms it gained in 1860 by the weakness of its diplomacy it has since lost; and England, as far as her personal influence in China is concerned, at the instant may be said to rank very low among the Powers. The whole course of policy inaugurated by Lord ELGIN has been a bitter mistake, and to the persistency with which our Foreign Office has followed his errors must be attributed its present want of success. Only a strong man can inaugurate a new policy; and by a strong man we imply not merely a strong personality, but a man possessed of the weight that position and previous success can give. The situation is serious on the one hand, but on the other the rewards of success are great—sufficiently great to be worthy the ambition of our noblest and wisest.

The City Hall Library and Museum were visited last week by 290 non-Chinese and 50 Chinese, and 22 non-Chinese and 28 Chinese respectively.

During the 48 hours ending at noon yesterday there were reported two fresh cases of plague and two deaths. The total number of cases and deaths last week were four each.

For stealing some brass locks and some copper from the Naval Yard a Chinaman was yesterday sentenced to three months' hard labour. He was trying to creep out by way of the New Reclamation when an Indian constable pounced upon him and found the brass concealed in his trousers.

On Saturday night 12 Chinamen employed on board the *Shensi* absented themselves without leave. The police were informed and succeeded in getting hold of one of the runaways, who was taken before Mr. Hazland yesterday and ordered to be forcibly put on board by the police.

A match for spoons took place on the Kowloon Bowling Green on Saturday, the winners being Messrs. Henderson (skip), W. Des, A. Harvey, and J. Alexander. The odd men next competed for a spoon, which was won by Mr. Ratlie. Mr. Evans captained the runners up. Mr. Gillies presented the prizes.

It is a very necessary precaution that anyone taking cattle to Kowloon is obliged to land them at the Police Pier, unless he has authority from the Sanitary Board to do otherwise, so that they can be seen by the officer on duty there. The other day Sergeant Gourley found three men, who turned out to be cattle dealers, attempting to land three cows and a calf between the Brick Factory and the Torpedo Depot. He promptly arrested the three men, and yesterday Mr. Hazland fined them \$3 each.

The only case of communicable disease, other than plague, reported in the Colony last week was one of enteric fever, on the *ss. Antillian*, from Cape Town.

A rumour, arising we know not how, was current among the Chinese of Hongkong yesterday to the effect that H. E. Li Hung-chang had died at Shanghai.

Messrs. Molders & Co., agents for the Norddeutscher Lloyd, inform us that the steamer *Strassburg*, chartered by the Imperial German Government, left Singapore yesterday p.m., and is expected here on or about Saturday.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—
A Patient 2-5
John Lemm 15

At 5 p.m. yesterday we were informed from the Central Police Station that a strong gale was expected from the East. About 7 o'clock the wind became very high, and a typhoon looked imminent. All the native boats took shelter, but nothing occurred; and at the time when we went to press all was comparatively calm again.

The Telegraph Companies issued the following Express yesterday afternoon:—“Owing to the interruption of one of the Shanghai cables near Woosung there is very considerable delay on telegrams from the North. We expect the restoration of this cable at any moment. A cable has been laid and is now open between Chefoo and Weihaiwei.”

Mr. Rounseville Wildman, U.S. Consul-General, sent yesterday morning the following two typhoon warnings:—“Manila Observatory 2 o'clock p.m. (Sunday). The typhoon is crossing central Luzon, probably between 15th and 17th parallels, and seems moving now W.N.W.”—“Manila Observatory (undated). Typhoon now west of Northern Luzon, direction probably W.N.W. or N.W. Gradients in the rear very steep.” The following third warning reached yesterday afternoon:—“Manila Observatory, 11 o'clock a.m. The typhoon in the China Sea seems to have inclined more to northwards.”

At about half-past two yesterday morning Ng Ki, who keeps a boarding-house at No. 186, Queen's Road West, was awakened by some one knocking against him. On seeing a strange man in his room he at once jumped up, and found that the man had collected two or three jackets and some other articles for carrying away. The boarding-house keeper yelled out “Thieves” and captured his unwelcome visitor just as he was attempting to escape over the verandah, while a Chinese constable who had been attracted by his cries took the man into custody. Later in the day Mr. Hazland sentenced him to three months' hard labour.

Mr. A. Reid, of Messrs. Shewan, Tomes and Co., had an unusual experience on Sunday night. He was riding from Kowloon City and when near Hung Hom a Chinaman threw a stone at his horse, causing it to stumble and fall. Mr. Reid, of course, being thrown. An Indian constable arrested the offender, but before he could get him away the man's mother attacked him, seizing him by the leg with such force that he was thrown to the ground. Ultimately the mother and son were secured and taken before Mr. Hazland yesterday. As Mr. Reid did not appear to give evidence at the time fixed upon, a subpoena ordering him to attend at the Magistracy to-day was issued.

Yesterday morning Mr. Hazland had before him two men, brothers, who, judging from the elaborate manner in which their heads were bandaged, had had a sanguinary encounter. The younger charged the elder with assault. It seems that on Sunday night the elder went to the Police Station at Shaukiwan and told Inspector Robertson that he had been attacked by seven men and seriously injured. The Inspector, seeing that he was not very much hurt, took his story, whereupon the man reduced the number of his assailants to two, saying that they struck him with their pipes. While he was telling his story his younger brother came in and the other said that this was the man who had injured him. The younger brother was bleeding profusely from a wound in the head, and said that he was the injured party. As he appeared to be the most injured of the two the Inspector took down his charge. At the Magistracy yesterday it was stated that the men had had a quarrel over money matters, but had since arrived at a settlement. His Worship accordingly dismissed the case.

An incident occurred at Tai-Mok-Tsui on Sunday afternoon which goes to show how small a thing may, at the present juncture, lead to a serious riot. An Indian constable observed a packing case which in his opinion was an obstruction to the thoroughfare, and he accordingly ordered the owner to remove it. The owner objected, with the result that high words ensued. The upshot was that the constable attempted to arrest him. By this time a crowd had assembled, and when it was seen that the constable intended to take the man to the Police Station the crowd set upon him and he was rather roughly handled. The constable blew his whistle and a number of police officers came to his assistance, and three arrests were made. Nothing daunted, the crowd, now increased to about 300, commenced to throw stones. They pressed their attack vigorously, so that the police were compelled to let go their prisoners. Affairs had now assumed a serious aspect, and in response to a telephone call a strong body of police from Hongkong was sent over. These succeeded in dispersing the crowd and making nine arrests. The men arrested were brought before Mr. Hazland yesterday and remanded until Thursday.

General Dods, recently appointed Commander-in-Chief of the French forces in Indo-China, was to sail from Marseilles on 28th ult.

The Committee of the Shanghai Club have invited Sir Robert Hart, G.C.M.G., Inspector-General of Customs, to enjoy the amenities of the Club.

The Admiralty have directed that a dock at Clatham is to be placed at the service of the Japanese Government for docking the steamer *Adzuma*.

A St. Petersburg correspondent states that this year's contingent of recruits for the Russian army and navy amounts to 297,000 men for the whole Empire.

The second class cruiser *Furiosa*, Captain Francis J. Foley, was, on the 7th August, ordered to be detached from the Channel Squadron, and left the following day for Chatham to refit and complete with stores for foreign service. It is more than probable she will be despatched to China, writes our Portsmouth naval correspondent.

A characteristic anecdote is told of the Commander-in-Chief in South Africa. It seems that Sir Redvers Buller accompanied Lord Roberts one afternoon on a ride to the western part of Pretoria, where a small steppe chase course had been arranged for a weekly paper-chase. Lord Roberts, turning to General Buller, said:—“Come, Buller, let us take the jumps.” “Too old for that, Sir,” replied General Buller. Whereupon the Commander-in-Chief cantered forward and took all the jumps.

The Emperor Francis Joseph has addressed an order to the Chief of the Naval Department expressing his deep sorrow at the death of Captain von Thoman and the three men of his crew who fell in Peking, together with his great satisfaction at the renewed proof given by members of his navy of their self-sacrificing devotion and invincible loyalty. The Emperor desired that his hearty sympathy should be conveyed to the widow of the deceased officer. The names of the three members of the crew are to be communicated to His Majesty as soon as they are ascertained.

An order was last month received at the Royal Arsenal, Woolwich, to despatch 30,000,000 rounds of .303 in. ammunition, together with a large consignment of tent and hospital equipment to China. The small-arm ammunition to be sent out will fit both rifle and machine guns. The tent equipment was originally intended for the Volunteer Mobilisation, but has been diverted to meet the requirements in China. The various ammunition manufacturers in England have been requested to furnish as many .303 holo cartridges as they can possibly turn out. The Naval Department within the Arsenal are also fully engaged in despatching miscellaneous stores to the ships on the China station.

Lieut.-Colonel W. H. Poe, late of the Royal Marines, calls attention in a letter to *The Times* to the services rendered by the Marines guarding the British Legation at Peking, which he seems to think are likely to be lost sight of. In the course of a somewhat long letter, he remarks:—“To judge by a few brief and casual allusions to them which have appeared in the columns of the daily Press these few weeks past, the services of the little garrison—much less the fact that this garrison has been almost entirely Marines—seem likely to be overlooked. With the remembrance of the scant acknowledgment accorded to the Royal Marines who fought at Graysan fresh in my mind—where out of some six officers and 300 men one-third of their number were left on the ground—and with a view if possible to prevent a like injustice being done their comrades in Peking, I venture to draw attention to these latter, feeling assured that when the story of this memorable siege comes to be written the conduct of the Marine garrison, and more particularly that of our own British contingent, will be found to add yet another page to that glorious chapter of deeds of valour which adorn the roll of English history, but which, I regret to say, when performed by the Royal Marines, seldom or never meets with the recognition which is its due.”

The *Debate* publishes a long article by M. Paul Leroy Beaulieu, author of *La Renovation de l'Asie*, to which we referred a few days ago, on “The Economic and Financial Future of China.” M. Leroy-Beaulieu's thesis is, says the Paris correspondent of the *Times*, that if, in fact, China possesses great possibilities of riches in its as yet relatively unexploited mines, yet China is not colonisable in any proper sense of the word, for the Chinese people are as practical and energetic as the people of India are idealistic and apathetic. M. Paul Leroy-Beaulieu affirms that, after all, there are not several Chinas, but one China, and that the Chinese mind is obstinately refractory to direct influence from the West. To wish to divide China into sections is the height of folly. What, then, should be the policy of Europe? M. Paul Leroy-Beaulieu's answer is that China must be left to open up its resources in its own way, save for the careful dry-nursing to which it may be submitted by the application of wise financial methods in the process of raising subsequently the war indemnity. The best thing to be done is to make the Chinese capitalists take a hand with European capitalists in all fresh enterprises—in a word, to interest financially the mandarins. When the railway from Peking to Hankow and the Northern Railway are completed, it is likely that the Chinese upper classes will develop a taste for great industrial enterprises. Europe must make up its mind that the rapid exploitation of China is a chimera, and according to M. Paul Leroy-Beaulieu, this fact, by virtue of which China will not become a serious rival of Europe, at least before the end of the next century, is an advantage by which Europe may profit.

TELEGRAMS.

REUTERS'S SERVICE.

LONDON, 8th September.

THE EMPEROR WILLIAM AND CHINA.

The Emperor William in a speech while attending the manoeuvres at Sleditz, said he was convinced that order would be restored in China, and he felt no anxiety for the future, as his plan was bound to succeed.

AUSTRIA AND JAPAN.

The Emperor of Austria in taking farewell of the battleship *Fuji* expressed the gallantry of the Japanese in China.

THE POWERS AND CHINA.

The United States Ambassador in Paris telegraphs that France supports Russia.
THE SOUTH AFRICAN WAR.
The British have vacated Ladysman.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

Yesterday afternoon the military authorities received a wire from home, ordering the 24th Punjab Infantry to Weihaiwei. They will leave Hongkong as soon as the typhoon has passed.

Yesterday the *Glenchyle* arrived in the harbour, having left London on the 22nd July. She has on board, as we have already announced, a four 40ft. steam pinnace to be used in Chinese waters. She also carries one 47 gun, two 4 in. guns, and four 12-pounders, some field mountings for naval guns, and spare gun gear.

The German transport *Uhl. Meier* arrived yesterday from Bremerhaven, bringing some German troops, who were seen about the town in the evening.

A number of French military officers arrived by the *Indus*, including Generals Voyron and Bailloud. Then were too a few French troops on board.

The German gunboat *Zulea* went over to Canton yesterday.

AUSTRALIANS TO GARRISON TAKU.

We learn that the Australian Naval Brigade, which left here on the 31st ult. in the transport *Salamis*, arrived at Woosung on the 1st inst., where they have been met by the Senior Naval Officer. They have been met by their satisfaction, been at once assigned to service which, if not all they could have wished, they feel an honour. Vice-Admiral Sir Edward Seymour has departed the *Chrysanthemum* to cover from the troops now at Taku, and the North-west Taku Fort and to the south.

THE PEITANG. The *N.C.O.* on the authority of one of the best informed sources of the Legations in Peking, reports the defence of the Peitang, or Boreo, or Boreo Mission at Peking. There were there Bishop, six or seven priests, some twenty Sisters, and some 2,000 active converts, men, women, and children, with 30 French and 10 Italian guards, only 40 rifles in all. When one of the guards fell his rifle was handed to a native convert. The enemy exploded five mines altogether under the besieged, in one of which some 80 persons, principally women and children, and five Italian guards were killed. The Italian officer was buried in it for three-quarters of an hour, and was not out almost unhurt. After the relief, another large mine was discovered under the church itself, whose explosion would have caused a tremendous loss of life. Electric conductors were found in this mine. The Peitang beat the Legations in one thing, in that the converts succeeded in capturing one of the enemy's guns with its ammunition, and in making ammunition for it when the captured supply came to an end. For two months there was no communication between the Peitang and the Legations, and neither knew how the others were faring. At the end the relations at the Peitang were reduced to two ounces of rice a day a head, with a little horse-meat for the fighting men, and if the relief had not come when it did, the majority of the 2,000 converts, the priests and the Sisters must have died of starvation.

AFTER THE CAPTURE. The special correspondent of our Shanghai morning contemporary, on the 1st ult. sent by field telegraph the following message:—“In the division of Peking amongst the various Powers for administrative purposes, Japan secures the greater part of the north of the wealthy Tartar city. The British sphere is the east of the Chinese city, and the south-west corner of the Tartar city. The Forbidden City is still untouched. There is a deadlock in consequence of the complete absence of Chinese representatives with whom to conduct negotiations. Wang Wen-shao, a suitable man, has fled with the Empress-Dowager. Overtures are expected from the Chinese in a few days. An extraordinary terror has overtaken the people and several cases of whole families committing suicide have taken place.”

NEW TUNG AND EUROPEAN MERCY. The notorious foreign-laborer Hsu Tung was actually in the hands of the foreigners at Peking, and was allowed to escape. His house was within the foreign lines, and he sent to the Italian Minister, Marquis Salvago Ruggi, asking for a pass to be allowed to go to the Palace. The Marquis Salvago replied that he would be much safer in his own house, as the streets were full of bad characters, and he had better stay at home. He then applied to the French Minister, who gave him a pass. As he was coming out in his chair he was seen by Mr. Robert Bredon, who told the French sentries not to allow him to pass, as he was one of the chiefs of the Boxers, but the sentries replied that he had a permit from M. Pichon, and they could not stop him. He went to the Palace, had an

NEW ADVERTISEMENTS

NIPPON YUSEN KAISHA.
I HAVE THIS DAY RESUMED CHARGE of the Company's Business of this Port.
A. S. MIHARA,
Manager.
Hongkong, 11th September, 1900. [2390]

WANTED.
A RESIDENCE composed of ONE or TWO ROOMS, BATHROOM and KITCHEN. It would be preferable on the hills.
Apply—
"HILLS,"
Care of Daily Press Office,
Hongkong, 11th September, 1900. [2392]

PERSEVERANCE LODGE OF HONGKONG, No. 1165.
A REGULAR MEETING of the PERSEVERANCE LODGE will be held at the FRANKSONS' HALL on MONDAY, the 17th instant, at 8.30 to 9 P.M., precisely.
Hongkong, 11th September, 1900. [2391]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SANDAKAN.
THE Company's Steamship
"MAUSANG,"
Captain Cox, will be despatched as above on THURSDAY, the 14th instant, at 4 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 10th September, 1900. [2389]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"LOONGSANG,"
Captain Weigall, will be despatched as above on FRIDAY, the 15th instant, at 4 P.M.
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 10th September, 1900. [2387]

NOTICE TO CONSIGNEES.
"GLEN" LINE OF STEAMERS.
FROM MIDDLESBRO' LONDON AND STRAITS.
THE Steamship
"GLENGYLE,"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.
Goods not cleared by the 16th instant will be subject to rent.
No Fire Insurance has been effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 10th September, 1900. [2388]

NORTHERN PACIFIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "GLENOCLE."
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.
THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.
DODWELL & CO., LIMITED,
Agents.
Hongkong, 10th September, 1900. [10]

STEAMSHIP "INDUS."
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.
CONSIGNEES of Cargo from London ex s.s. *Poi Ho*, and Bordeaux ex s.s. *Ville de Buenos Ayres*, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 17th instant, at NOON, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 17th instant, or they will not be recognised.
All damaged packages must be examined on MONDAY, the 17th instant, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 10th September, 1900. [2]

WO FAT & CO.
SHIP CHANDLERS, SAIL MAKERS, GENERAL STOREKEEPERS,
No. 11, LEE YUEN STREET, EAST.
Hongkong, 25th July, 1900. [2074]

LOONG PI HORSE REPOSITORY.
SITUATED at No. 22, MATHESON STREET, near the No. 1 Police Station.
CARRIAGES for HIRE at Cheap Rates.
Apply to—
MANAGER.
Hongkong, 1st September, 1900. [2324]

PUBLIC COMPANIES

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business contributed during the Half-Year ended 30th June, 1900, on or before the 15th September, on which date the Accounts will be CLOSED.
By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 24th August, 1900. [2379]

GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.
NOTICE is hereby given that SCRIPS Number 1,260 to 1,262 for 300 SHARES of the above Company, numbered 119,683 to 119,982, in the name of S. Y. TONG, of Tientsin, and that SCRIPS Number 1,260 to 1,274 for 600 Shares of the above Company, numbered 120,583 to 121,182, in the name of LIANG YU TONG, of Tientsin, having been LOST, New Scrrips for same will be issued after One month from the date hereof, and the Original Scrrips will be considered by the Company as null and void, and all persons are hereby warned against accepting or negotiating same.
LUTGENS, EINSTAMANN & CO.,
General Agents.
Hongkong, 30th August, 1900. [2311]

TEBEAU PLANTING COMPANY, LIMITED.
NOTICE is hereby given that the FINAL CALL of 81 per Share has been made in respect of the Shares not fully paid up, and that such CALL is PAYABLE on the 10th October next, to the undersigned at the Registered Offices of the Company, 38 and 40, Queen's Road Central, Hongkong.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th September, 1900. [2347]

VICTORIA RECREATION CLUB.
AQUATIC SPORTS.
THURSDAY, September 20th, at 5 P.M., 4 Lengths (133 Yards) Race (scratch). Open to Army, Navy and Police. Two Prizes. No Entrance Fee.
FRIDAY, September 21st, at 4.30 P.M., 200 Yards Championship of the Colony. 6 Lengths. Open to all comers. Two prizes. Entrance Fee \$1.00.
Entries for both Races CLOSE on 13th instant.
THOS. YULE,
Hon. Secretary.
Hongkong, 8th September, 1900. [2377]

R. J. REMEDIOS.
FOREIGN AND COLONIAL STAMP DEALER.
No. 37, CAME ROAD, HONGKONG.
Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.
Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent Discount Allowed. [1638]

BONZOLINE BILLIARD BALLS.
THE MOST PERFECT
and
ONLY RELIABLE SUBSTITUTE
FOR IVORY BALLS.

BONZOLINE BILLIARD BALLS 2 1/2."
PRICE Rs. 36 per set.

C. LAZARUS & CO.,
BILLIARD TABLE MANUFACTURERS,
60 & 61, BENTINCK STREET,
CALCUTTA.

W. B. BREWER & CO.
NEW BOOKS AND NEW EDITIONS.
Brecheider's Map of China, Revised and Enlarged 85.50
The Strand War Map of China 0.35
European Settlements in the Far East, by D. Warren Smith 3.50
China, the long lived Empire, by Mrs. Scidmore 5.00
China in Decay, by Alexis Krause 3.50
The Overland to China, by Colquhoun 2.50
Russia to the Pacific and the Siberian Railway, by Vladimir 9.00
The Peoples and Politics of the Far East, by Henry Norman 4.50
Union Jack, Volume II 3.00
Windsor Magazine, Volume II 3.50
L'Asie, by Barrow (Cloth) 1.50
From Sandhill to Pine, by Bret Harte
Black Hart and White Heart, by Rider Haggard 1.50
Caged by Hendon Hill each
Jar O'beer, by Orme Agnus each
A Millionaire of Yesterday, by Oppenheim
Should She have Spoken, by Esther Miller
23 & 25, Queen's Road, Hongkong. [31]

SHOOTING SEASON, 1900.
JEFFERY & Co.'s 12 BORE GUNS in Case, with Implements Complete, from \$100.

SCHULTZE SPORTING CARTRIDGES.
ELBY'S CARTRIDGE CASES, WADS, &c.
CARTRIDGE BAGS AND BELTS.
WATER FLASKS and every kind of SPORTING REQUISITE.
WM. SCHMIDT & CO.,
Hongkong, 21st August, 1900. [1213]

INSURANCES.

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.
INCORPORATED 1831.
CAPITAL \$410,000.
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
Wm. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. [512]

"L'UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).
THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.
Claims settled direct without reference to the Head Office.
A. R. MARTY,
Agent.
Hongkong, 1st August, 1900. [2118]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
The Undersigned AGENTS of the above Company are prepared to ACCEPT FIRE Class Foreign and Chinese Risks at Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 29th May, 1895. [26]

SALAMANDER FIRE INSURANCE COMPANY.
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
HOTZ, S. JACOB & CO.,
Hongkong, 2nd April, 1900. [102]

SUN LIFE ASSURANCE COMPANY OF CANADA.
HEAD OFFICE, MONTREAL.
THE above Company is prepared to issue UNCONDITIONAL POLICIES on all approved plans, and will settle claims immediately upon receipt of proof of death and without reference to the Head Office.
For Rates and other Particulars, apply to
W. J. G. WHILLEY, Acting Manager,
8, Praya Central. [873]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS at 31st DECEMBER, 1899, £14,409,080.
I. AUTHORIZED CAPITAL £3,000,000 0 0
SUBSCRIBED CAPITAL 2,750,000 0 0
PAID-UP CAPITAL 687,500 0 0
II. FIRE FUNDS 2,731,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 22nd June, 1900. [1872]

SUN INSURANCE OFFICE, LONDON.
FOUNDED 1710.
The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [25]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BRÖCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [9]

SCOTTISH METROPOLITAN ASSURANCE CO.
The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE.
A yearly premium of £28 2s. (age 30) secures the following:
£2,000 in case of death by accident.
£1,000 in case of natural death.
£1,000 in case of permanent total disablement by accident.
£500 in case of partial total disablement by accident.
£6 per week in case of temporary disablement by accident.
Accidents insured against for 24 and £2 per annum (£1,000 in case of death, by weekly payments in case of injury).
For further Particulars apply to
J. Y. V. VERNON,
Agent.
Hongkong, 8th June, 1896. [1774]

PHENIX FIRE OFFICE.
THE Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAFRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [27]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1872. [24]

NOW READY.
"MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADYSMITH RELIEF COLUMN."
Being a Lecture by
CAPTAIN PERCY SCOTT,
R.N. C.B., and
CAPTAIN A. H. LIMPUS, R.N.
(of H. M. S. *Terrible*).
The book is printed on art paper, and illustrated with coloured maps and sketches.
Prices 81 and 81.50

BANKS.

THE MERCANTILE BANK OF INDIA, LIMITED.
AUTHORIZED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID-UP £ 682,500
RESERVE FUND £ 30,000
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily Balance.
On Fixed Deposits—
For 12 months 4 1/2 %
" 6 " 3 1/2 %
" 3 " 3 %
J. THURBURN,
Manager, Hongkong.
Hongkong, 24th March, 1900. [20]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 per cent per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 26th March, 1900. [18]

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
STERLING RESERVE \$10,000,000
SILVER RESERVE 2,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COVER OF DIRECTORS.
N. A. SIENS, Esq., Chairman.
K. SHEWAN, Esq., Deputy Chairman.
E. Goetz, Esq., J. Raymond, Esq.,
Hon. R. M. Gray, R. L. Richardson, Esq.,
A. Haupt, Esq., P. Scales, Esq.,
Hon. J. J. Keswick, H. W. Shide, Esq.,
D. Meyer Moser, Esq.

CHIEF MANAGER:
Hongkong—SIR THOMAS JACKSON.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per annum on the daily balance.
ON FIXED DEPOSITS—
For 3 months, 2 1/2 per cent per annum.
For 6 months, 3 1/2 per cent per annum.
For 12 months, 4 per cent per annum.
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 18th August, 1900. [17]

THE NATIONAL BANK OF CHINA, LIMITED.
AUTHORIZED CAPITAL £1,000,000
PAID-UP CAPITAL £ 324,374

HEAD OFFICE—HONGKONG.
BOARD OF DIRECTORS.
CHAN K. SHAN, Esq., D. GILLES, Esq.,
CHOW T. SHANG, Esq., J. T. LAUTS, Esq.,
Chief Manager,
Geo. W. P. PLAYFAIR.

Interest for 12 Months Fixed 5 1/2 %
Hongkong, 23rd March, 1899. [19]

THE BANK OF TAIWAN (FORMOSA), LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)
AUTHORIZED CAPITAL Yen 5,000,000
PAID-UP CAPITAL 1,250,000

HEAD OFFICE—TAIPEI, FORMOSA.
JUICHI SOYBEA, Esq., President.
Head Office Manager: HIROKI KAWASAKI, Esq.

BRANCHES AND AGENCIES.
Osaka, Kyoto, Yokohama, Kobe, Nagasaki, Hakodate, Moji, Taiwan, London, New York, S. Francisco, Hongkong, Amoy, Shanghai, Tientsin, Newchwang, Chemulpo, Fusan.

HEAD OFFICE—INTEREST ALLOWED.
On Current Account 4 1/2 % per annum
Savings Bank 5 1/2 %
On Fixed Deposits—
For 3 months 6 % per annum
" 6 " 6 1/2 %
" 12 " 7 %

Credits granted on approved Securities and every description of Banking and Exchange business transacted.
Drafts granted on the chief commercial places both in Japan and abroad.
Further particulars may be obtained on application.
HIROKI KAWASAKI,
Manager.
Taipei, 1st August, 1900. [290]

THE BANK OF CHINA & JAPAN, LIMITED.
WORKING CAPITAL over £210,000
RESERVE LIABILITY OF SHAREHOLDERS £235,000

HEAD OFFICE:
30, Nicholas Lane, London.
BRANCHES:
Hongkong, Shanghai, Singapore.
AGENCIES:
Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

BANKERS:
The Bank of England and the Capital and Counties Bank, Limited.
General Manager—F. C. BISHOP.

INTEREST ALLOWED.
On Current Accounts 2 per cent
Fixed Deposits 3 months 4 %
" 6 " 4 1/2 %
" 12 " 5 %

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with the above places.
Hongkong, 1st May, 1900. [2383]

BANKS.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNPAID 6,000,000
RESERVE FUND 8,000,000

HEAD OFFICE—YOKOHAMA.
BRANCHES AND AGENCIES.
Tokyo, Kobe, Nagasaki,
London, Lyons, New York,
San Francisco, Honolulu, Bombay,
Shanghai, Tientsin, Newchwang

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LIMITED.
PARR'S BANK, LIMITED.
THE UNION BANK OF LONDON, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per annum on the daily balance.
On fixed deposits for 12 months 5 1/2 per annum.
" 6 " 3 1/2 %
" 3 " 3 %
S. CHOH,
Hongkong Manager.
Hongkong, 17th April, 1900. [758]

THE DEUTSCH-ASIATISCHE BANK.
PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES:
Berlin, Calcutta, Hankow,
Tientsin, Tsingtau (Kiautschow)

LONDON BANKERS:
Messrs. N. M. ROTHCHILD & SONS,
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INTEREST ALLOWED on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
H. SCHOTTLAENDER,
Acting Manager.
Hongkong, 8th February, 1900. [45]

IMPERIAL BANK OF CHINA
ESTABLISHED BY IMPERIAL DECREE OF THE 12th NOVEMBER, 1896.
SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000
PAID-UP CAPITAL 2,500,000

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Advances made on approved securities. Bills Discounted.
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At 2 1/2 per annum on Current Account daily balances.
3 1/2 per annum on Fixed Deposits for 3 months.
4 1/2 " " " 6 " " " 6 "
5 " " " 12 " " " 12 "

E. W. RUTTER,
Acting Manager.
Hongkong, 2nd February, 1900. [22]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £325,000

INTEREST ALLOWED on Current Account at the rate of 2 1/2 per annum on the Daily Balance.
On Fixed Deposits for 12 months 4 per cent.
" 6 " 3 1/2 %
" 3 " 3 %
T. E. SANSON,
Acting Manager, Hongkong.
Hongkong, 23rd May, 1900. [21]

TO SHIPMASTERS.
ENQUIRE where your FRESH WATER is obtained by the Water Bots, as Foul WATER is the cause of much Sickness on board Ship.
We are the ONLY WATER BOT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.
CALL FLAG W.
J. W. KEW & CO.,
STEAM WATER BOT COMPANY.
Hongkong, 9th October, 1895. [1763]

CALDBECK, MACGREGOR & Co.
WINE & SPIRIT MERCHANTS,
15, QUEEN'S ROAD.
Telephone 75.
SINCE 1875 WE HAVE SUPPLIED OVER 100 VESSELS OF HER MAJESTY'S FLEET, viz—

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"Daring"
"Dido"

"Endymion"
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"Pique"
"Plover"
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"Spartan"
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"Snake"
"Tama"
"Tweed"
"Terrible"
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"Victor Emanuel"
"Victorious"
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HOTELS.

TRAVELLERS are invited to visit the WINDSOR GARDEN RESTAURANT just established next to Happy Retreat, near the Race Course. It can be overlooked from the Bowen Road Bridge.
Hongkong, 1st September, 1900. [2323]

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THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden. It is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OSBORNE, J. H. DOWNS,
Proprietor, Manager.
Hongkong, 8th September, 1900. [2378]

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MACAO is distant 40 miles West of Hongkong, and the journey is made each day (Sundays excepted) by the Marnistean Saloon Steamer "HEUNGSHAN" in 3 hours, leaving Hongkong at 2 P.M., and Macao at 8 A.M.
Connection made by Company's Steamer to and from Canton.
Tourists should not miss the chance of visiting this famous old City.
For Terms, apply
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Telegraphic Address, "Boavista."
[1034]

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THE Hotel is in the East. Rooms en suite. Bathrooms with Private Bathrooms attached. Canteen under two French Chefs.
CURRIES A SPECIALITY.
Every room comfortable.
Electric Bells throughout the Hotel.
Electric Light.
Electric Fans.
Terms Moderate.
J. W. OSBORNE,
Proprietor.
Hongkong, 16th August, 1900. [2219]

NEW GOODS, PLENTY IN HAND.
D. NOMA,
12, Beaufield Arcade,
Opposite the City Hall,
Hongkong.
Hongkong, 27th April, 1900. [1768]

LEMP'S BEER.
AMERICA'S FAMOUS LIGHT BEER.
SOLE AGENTS for Hongkong, China and Philippine Islands—
ABBATON, V. APCAR & CO.,
Hongkong, 11th July, 1900. [1952]

JAPANESE CURIOS.

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THE WESTERN HOTEL,
Excellent Accommodation. \$2.50 per day.
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The only office in China having European
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Fine Art, Japanese and Chinese Curios,
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Rattan Furniture, Bamboo, Blinds, Mat-
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KEUSE & CO.,
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents,
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VICTORIA CIGAR DEPOT,
1 and 2, Leysene Street East. AGENTS FOR
W. KENNEDY & Co., 37, Calle San
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"The Jockey" Cigars.

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JEWELRY, PEARLS, DIAMONDS,
CURIOUS, JADESTONEWARE, CARVED
IVORYWARE, SILKS, and GRASS
CLOTHS.

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We beg to inform the Ladies and Gentlemen
of this Colony that we commenced Business on
the 11th April, 1900, and we solicit their kind
patronage.
Nos. 1 & 3, D'AGUIAR STREET.
Behind Hongkong Dispensary.
Hongkong, 5th April, 1900. [1919]

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ROBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting.
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES—
Loaded with With Powder
Powder only. 1 oz. of Shot.
Erimose Cases \$5.65 \$7.40
Pegamoid Cases \$6.25 \$8.00
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5 per cent. discount on orders of 1,000 and over.
Apply to
Wm. SCHMIDT & CO.,
Gunmakers,
Hongkong.
Hongkong, 27th July, 1897. [1897]

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CONSULTING ENGINEERS, SURVEYORS, AND
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DESIGNS and Specifications prepared for
any class of Steamships, Launches and
light-draught vessels a specialty. Contractors
for the supply and erecting of any type
of machinery. New work and repairs supervised.
New and second hand Launches for Sale.
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Telephone, 232.
H. F. CARMICHAEL,
B. J. BARLOW.
Hongkong, 1st June, 1899. [1899]

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SPORT AND ANECDOTE.

BY AN OLD FOEY.

OUT OF DOORS IN THE MIDLANDS.
"For downright enjoyment, give me a theatre
or a music-hall, and you can keep all the blos-
soming hedgerows and green fields." We were
a small section of a party of forty or fifty who
had spent a really happy day in carrying out a
function known to printers all over the country
as the waygoose. Other craftsmen have their
outings and banquets and what not, but the
printer, lucky man, soars into a higher sphere
and rejoices in an annual waygoose. I say
lucky man with reason. The custom of an
annual break in the routine of newspaper work
is almost as ancient as the profession itself, and
in these days of "red hot" journalism the com-
positors may perhaps be considered lucky in
keeping up the charter inaugurated, one would
fain believe, by the immortal William Caxton
himself. It has been my privilege and pleasure
to attend a good many of these printers' parties,
and the words quoted at the commencement
of this paragraph were spoken, apparently
with all sincerity, by a young journalist
who used to pride himself more than a little
upon his cynical utterances. Our party, after
a glorious long day in the open air, had duly
arrived at a little country station late in the
evening tired and dusty only to find that our
train was half-an-hour late down the line. At
the village hostelry we had feasted in good old
English fashion; sentiment and song followed.
We whiled away the time on the bowling green
and watched the big yellow harvest moon climb
over the tops of the tall elms. Ever and anon
the tinkling notes of a piano and the rush of a
chorus came floating on the evening air from
the neighbouring inn-parlour, but outside all
was deliciously reposeful. (Ah me! I wonder
if ever another waygoose will come my way.)
I know nothing more delightful than an hour
in the gloaming under such conditions. But
the journey homewards had to be made, and, as
I have said, there was a wait before us at the
station, and our little group commenced to
discuss the rival claims of city life and coun-
try life. To give our cynical friend his due,
he possessed a jovial, mercurial, devil-may-
care temperament, and was ever ready to
look on the bright side of things. At that
particular time I doubted the sincerity of his
remarks, and have many a time since wondered
whether, now that he is basking in Fortune's
smiles, he still hankers after the atmosphere
of the music-hall. Our views were diametrically
opposed, but I may remark in passing that my
friend the cynic has since risen from a com-
paratively obscure position on a provincial news-
paper to a position of affluence—and some peo-
ple say power—in the great metropolis. His
name is—but, wait, of what particular interest
would a disclosure such as this be to the general
reader? In these days he used to argue that
the only politician likely to oust Joseph Cham-
berlain from his position in West Birmingham
was Henry Labouchere. He gave his reasons.
What his reasons were will in all probability be
guessed. Well, he has his city life; I get my
turn of both city and country, and of the two
I still prefer the latter. Kennington Oval,
Lord's, Stamford Bridge, the Strand, and that
always fascinating thoroughfare, Fleet-st., are
all good in their way, but when in need of a
change for a day or two I have to confess to a
liking for the banks of the Severn or the Avon.

them very much more than I did the multipli-
cation tables when a nipper at school. They
both served a useful purpose, I suppose, and must
be regarded as British institutions—one ancient
more or less, and the other modern. Leaving
the averages entirely out of the question, I do
not want to see better batting than that shown
by Davey, Kinnear, R. E. and H. K. Foster,
Arnold, Robertson, McGregor, C. B. Fry, and
Butt. Others there were who played good
cricket, but I think I have named the chief per-
formers who came under my own observation.
Twice within the last few weeks I have been
looking on when new records appeared quite
within reach. So brilliantly was Davey batting
in the Warwickshire-Derbyshire match that it
seemed quite likely that he would top Prince
"Ranji's" highest score of the season, while
a little later Charles Burgess Fry looked all
over a world's record-maker at Worcester, for
no one has yet succeeded in making four suc-
cessive hundreds in first-class cricket. John
Davey, who has already obtained a fair share of
fame as captain of the Aston Villa Football Club,
has no thought, as he afterwards told me in a
little chat, of going for any record beyond mak-
ing as many for himself and his side as he
could, and he got out in jumping over the
crease to hit a short pitched ball over the
heads of the crowd in order to complete a score
of 250. I considered myself a fortunate being
to be present at such a time. At one period of
the afternoon, I may mention, the hitting was
so vigorous that no fewer than 144 runs were
put on in an hour, and of the number Davey
claimed one hundred. No one can possibly
deprive Gilbert Jessop of any of his laurels, but
I must give it as my opinion that the Aston
Villa player's innings was one of the very finest
displays of attractive, scientific batting I have
ever witnessed. There was no striving after
any particular stroke; there was no playing to
the "gallery," his hits were beautifully timed
and placed with a precision as fascinating as
rare in an innings of such duration. I do
love to see a batsman play the game, and in
saying this I mean that I admire most
particularly the man who has the necessary
courage and skill to smash, and wheedle,
and coax, and tap the balls set down in an
exemplification of the "off" theory. Two or
three of the Australian players showed us that
these deliveries, "going away with the arm,"
could be hit, and yet there are scores of first-
class batsmen who have a holy dread of touch-
ing one of these balls with the bat. To say all
I should like to of the Warwickshire profes-
sional's feat of scoring 246 in about two-and-a-
half hours, or a little over, would take up too
much space, perhaps, especially after what the
sporting pages have already printed. Last year
at Bourne-mouth his 154 in an hour and a half
was regarded as one of the most sprightly exhibi-
tions seen in the south, but he surprised his
oldest admirers at Edgbaston recently by knock-
ing the ball in every part of the field without
making a false or a faulty stroke until he was
stumped.

A CHANCE OF A LIFETIME.
When 1898 C. B. Fry astonished the cricket
world by worthily filling the gap in the Sussex
eleven caused by the temporary retirement of
Ranji, few could have anticipated that the
accomplished Oxonian would reach a higher
niche, and yet to-day it may be doubted whether
there is a finer batsman in the country on all
wickets—that is to say, to take the pitches as
they come. We have fine weather batsmen by
the score, but the player for me is he who takes
his chances as they come, and is most courageous
in a time of need. For some seasons Arthur
Shrewsbury was head and shoulders over every-
one, probably, on a variable wicket. He was
able to suit his play exactly to the state of the
pitch, and I can readily call to mind a certain
match against one of the Australian teams where
he alone was able to offer any prolonged resist-
ance to the bowling on a wicket, the pace and
"bite" of which changed every half-hour. We
have not many Shrewsburies to-day, when all is
silt and done, but I am certainly inclined to
rank the Sussex player as one of the best
we have seen for many a day. Being in the
vicinity, I forsook the rod and line for a day or
two to get a glimpse of Fry. If we may judge
from some of his writings in the newspapers,
he appears to have a rather poor opinion of the
professional cricketer at the expense of the
amateur. If there are such they must, I
suppose, be left to their fate. That there may
be no burning oil introduced into the "some-
thing" by way of punishment must be the
fervent desire of every humiliated scribbler,
gentle and simple. Whatever we may think of
his pious opinions, however, we are compelled
to admire his cricket—and not only his cricket,
either, but his general athletic prowess. Yes;
Charles B. Fry is a giant in the sporting arena,
and when he just touched a ball into the hands
of third slip at Worcester the other day, I when
within four runs of a world's record, I felt
downright sorry for him. But it was a moment
when a man would be best left to himself.
Three times in succession had he played a three-
figure innings—I do not like the term "century"
in this connection, but we will let that pass—
and at the pleasantly situated ground on the
banks of the silvery Severn he had commenced
his innings on the Thursday, and played until

the close, had resumed on Friday and batted
until rain stopped the game, and on the third
day had held his own on the damaged pitch
until he had reached 96, when he was dismissed
by a pretty smart catch. I verily believe every
man on the ground—and every one of the fair
ladies, too, for the matter of that—felt keenly
sorry for the handsome young Briton who had
striven so gallantly to do what none had done
before. It was the chance of a lifetime, and how
great the odds are against it coming to him
again may be realised to a large extent by the
reflection that even the incomparable W. G.
Grace, with all his glorious opportunities, has
never once accomplished this feat in first-class
cricket. Indeed, I am doubtful if it has
ever been recorded in the history of the
game—first or any other class. After Fry had
been dismissed all interest in the match had
gone, and it was not long before I was sitting
in a roomy flat-bottomed boat under one of the
weirs on the Severn waiting for the 12-ounce
roaches that never came. And here my budget
for the week must close. The story of these
brilliant failures has been well worth the telling,
perhaps, and what we saw down the somewhat
sluggish and reedy river Leam, the winding
Avon, at Holt Fleet and Stourport on the
Severn, must be told at another time. The
public gardens at the fashionable Royal Leam-
ington Spa simply glowed with colour, and if
there are prettier spots in the universe than this
delightfully clean little town, I have yet to
come across them. But there are other gardens
besides those thrown open to the public, of
which I should dearly love to gossip upon. If
opportunity permits I must certainly return to
this casual, unmeditated ramble around a few
beauty spots to be found in Warwickshire and
Worcestershire. I have been exceptionally
fortunate in meeting a few genuine sportsmen
and lovers of nature, and better company than
these one never need wish. We have not
caught big baskets of fish, but we have laid in
an abundant supply of the sweetest and freshest
of countryside air for winter consumption, and
one might waste time to a worse purpose.

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MERCHANDISE NAVY
NAVY BOILED
LONG FLAX
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Sole Agents.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
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THE COMPANY has a POWERFUL SAL-
VAGE PLANT READY AT SHORT
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DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
THE COMPANY has a POWERFUL SAL-
VAGE PLANT READY AT SHORT
NOTICE.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 26 1/2 "

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Can take vessels up to 1,000 tons gross.

SPORT AND ANECDOTE.

BY AN OLD FOEY.

OUT OF DOORS IN THE MIDLANDS.
"For downright enjoyment, give me a theatre
or a music-hall, and you can keep all the blos-
soming hedgerows and green fields." We were
a small section of a party of forty or fifty who
had spent a really happy day in carrying out a
function known to printers all over the country
as the waygoose. Other craftsmen have their
outings and banquets and what not, but the
printer, lucky man, soars into a higher sphere
and rejoices in an annual waygoose. I say
lucky man with reason. The custom of an
annual break in the routine of newspaper work
is almost as ancient as the profession itself, and
in these days of "red hot" journalism the com-
positors may perhaps be considered lucky in
keeping up the charter inaugurated, one would
fain believe, by the immortal William Caxton
himself. It has been my privilege and pleasure
to attend a good many of these printers' parties,
and the words quoted at the commencement
of this paragraph were spoken, apparently
with all sincerity, by a young journalist
who used to pride himself more than a little
upon his cynical utterances. Our party, after
a glorious long day in the open air, had duly
arrived at a little country station late in the
evening tired and dusty only to find that our
train was half-an-hour late down the line. At
the village hostelry we had feasted in good old
English fashion; sentiment and song followed.
We whiled away the time on the bowling green
and watched the big yellow harvest moon climb
over the tops of the tall elms. Ever and anon
the tinkling notes of a piano and the rush of a
chorus came floating on the evening air from
the neighbouring inn-parlour, but outside all
was deliciously reposeful. (Ah me! I wonder
if ever another waygoose will come my way.)
I know nothing more delightful than an hour
in the gloaming under such conditions. But
the journey homewards had to be made, and, as
I have said, there was a wait before us at the
station, and our little group commenced to
discuss the rival claims of city life and coun-
try life. To give our cynical friend his due,
he possessed a jovial, mercurial, devil-may-
care temperament, and was ever ready to
look on the bright side of things. At that
particular time I doubted the sincerity of his
remarks, and have many a time since wondered
whether, now that he is basking in Fortune's
smiles, he still hankers after the atmosphere
of the music-hall. Our views were diametrically
opposed, but I may remark in passing that my
friend the cynic has

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA PORTS OF CALL	PARRAMATTA	Brit. str.	—	A. Symons	P. & O. S. N. Co.	On 15th inst., at Noon.
LONDON VIA SUEZ CANAL	GLAUCUS	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On 18th inst.
LONDON	SHANGHAI	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On or about 20th inst.
LONDON VIA SUEZ CANAL	ALCIBIUS	Brit. str.	—	Tulford	BUTTERFIELD & SWIRE	On 2nd Oct.
LONDON VIA SUEZ CANAL	PATROCLOS	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	On 16th Oct.
LIVERPOOL DIRECT	HECTOR	Brit. str.	—	Darr	BUTTERFIELD & SWIRE	On 20th inst.
BREMEN VIA PORTS OF CALL	PRINCESS	Ger. str.	—	H. Kirchner	MELCHERS & CO.	On 21st inst., at Noon.
MARSEILLES, &c. VIA PORTS OF CALL	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 21st inst., at Daylight.
TRIESTE, &c. VIA PORTS OF CALL	ORION	Aus. str.	—	R. Mayor	SANDER, WIELER & CO.	On 17th inst.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On 18th inst.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 2nd Oct.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 21st Oct.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	—	Schuder	CARLOWITZ & CO.	On or about 30th Oct.
NEW YORK VIA SUEZ CANAL	GLENESEK	Brit. str.	—	—	SHEWAN, TOMES & CO.	On or about 15th inst.
NEW YORK VIA SUEZ CANAL	AFRIDI	Brit. str.	—	—	DODWELL & CO., LIMITED	On or about 15th inst.
NEW YORK VIA SUEZ CANAL	ORVELL	Brit. str.	—	—	JARDINE, MATHESON & CO.	On or about 25th inst.
NEW YORK VIA SUEZ CANAL	ASTORIA	Ger. str.	—	—	CARLOWITZ & CO.	On or about 10th Oct.
VICTORIA, B.C. & TACOMA VIA SHANGHAI	OLYMPIA	Brit. str.	—	—	DODWELL & CO., LIMITED	On 18th inst.
VANCOUVER VIA SHANGHAI &c.	EMPEROR OF JAPAN	Brit. str.	—	G. A. Lee, R.N.R.	CANADIAN PACIFIC R. CO.	Quick despatch.
PORTLAND OREGON, &c.	SKIRTSNO	Brit. str.	—	J. Kennedy	T. M. STEVENS & CO.	On 20th Oct.
SAN FRANCISCO VIA SHANGHAI, &c.	MONROVESHIRE	Brit. str.	—	—	DODWELL & CO., LIMITED	On 18th inst.
SAN FRANCISCO VIA AMOY, &c.	CITY OF TOKYO	Amer. str.	—	—	PACIFIC MAIL S. S. CO.	On 20th Oct.
SAN FRANCISCO VIA NAGASAKI, &c.	AMERICA MARU	Jap. str.	—	—	OTO KISEN KAISHA	On 27th inst., at Noon.
SAN DIEGO, &c. VIA SHANGHAI, &c.	BALIC	Brit. str.	—	—	O. & O. S. S. CO.	On 27th inst., at Noon.
AUSTRALIAN PORTS	BENEFIT	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst., at Noon.
AUSTRALIAN PORTS	TATUAN	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	On 28th inst., at 4 p.m.
YOKOHAMA & KOBE	MARKUS BACQUEHEM	Aus. str.	—	A. Bilfinger	SANDER, WIELER & CO.	On 16th inst., at Daylight.
YOKOHAMA & KOBE	ROSETTA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On or about 15th inst.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
SHANGHAI	SHANGHAI	Brit. str.	—	Carnaghan	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
SHANGHAI & KOBE	LYEEMOON	Brit. str.	—	G. Heuermann	SIEMSEN & CO.	To-morrow, at 5 p.m.
SHANGHAI	TIENTSIN	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	On or about 15th inst.
SHANGHAI	BENGAL	Aus. str.	—	S. Barchan	P. & O. S. N. Co.	On or about 15th inst.
SHANGHAI	MELPOMENE	Aus. str.	—	C. Matcovich	SANDER, WIELER & CO.	On 13th inst., at 4 p.m.
SWATOW, AMOY & FOOCHEW	HAICHING	Jap. str.	—	Hall	DODWELL & CO., LIMITED	To-day, at 11 a.m.
SWATOW, AMOY & TAMSUI	MAHURU MARU	Jap. str.	—	P. Ogata	MITSUBI BUREAU KAISHA	On 16th inst., at Daylight.
SWATOW, AMOY & TAIWANFOO	ANING MARU	Jap. str.	—	S. Azeumi	MITSUBI BUREAU KAISHA	On 16th inst., at Daylight.
MANILA DIRECT	ESMERALDA	Brit. str.	—	Geo. T. Blackland	SHEWAN, TOMES & CO.	To-morrow, at 5 p.m.
MANILA	LOONGSANG	Brit. str.	—	Weizell	JARDINE, MATHESON & CO.	On 14th inst., at 4 p.m.
MANILA	TATUAN	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	On 20th inst., at Noon.
SINGAPORE, PENANG & BOMBAY	BISAGNO	Ital. str.	—	Magazzini	CARLOWITZ & CO.	To-day, at Noon.
HONGKONG, VIA SINGAPORE & COLOMBO	HIBOSHIMA MARU	Jap. str.	—	P. Yoshizawa	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
SANDAKAN	MAUSANG	Brit. str.	—	Cox	JARDINE, MATHESON & CO.	On 13th inst., at 4 p.m.

SHIPPING.

ARRIVALS.
Sept. 9, FAUSANG, British str., 1,410, S. A. Mitchell, Hong 7th September, Coal.
Sept. 9, KINGING, British str., 1,23, W. O. M. Young, Hong 7th September, Coal.
Sept. 9, CHILLY, British str., 1,058, Newcomb, Hong 7th September, General.—BUTTERFIELD & SWIRE.
Sept. 10, H. H. MEIER, German transport, 3,559, Formes, Bremerhaven 4th August and Singapore 4th September.
Sept. 10, INDUS, French str., 2,331, Duchateau, Marseilles 7th August and Saigon 7th September, Mails and General.—MESSAGERS MARITIMES.
Sept. 10, GLENOLIE, British str., 2,300, H. Hill, London 22nd July and Singapore 4th September, General.—MCGREGOR, Bros. & Co.
Sept. 10, GLENOLIE, British steamer, 2,200, Wm. Frakes, Tacoma 9th Aug., General.—DODWELL & CO., L.
Sept. 10, LOONGSANG, British str., 1,002, G. S. Volgan, Manila, 6th Sept., General.—JARDINE, MATHESON & CO.

CLEARANCES.
At THE HARBOUR MASTER'S OFFICE, 10th September.
Kera, British str., for Moji.
Sierra Estrella, British ship, for Callao.
Hoiching, British str., for Swatow.
Kwangle, British str., for Canton.

DEPARTURES.
Sept. 9, LUCHS, German gunboat, for Canton.
Sept. 10, YARBA, French str., for Europe.
Sept. 10, KWANGLE, British str., for Canton.

VESSELS IN DOCK.
AMERICAN DOCK.—U.S.S. Monterey, Argus, Loongmaon, Olympia, Kong Beng, Tai On, Pakshan, Kongnam, U.S.S. Meade.
COSMOPOLITAN DOCK.—Stanfield.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOOCHEW.
THE Company's Steamship
"HAICHING."
Captain Hall, will be despatched for the above ports TO-DAY, the 11th instant, at 11 a.m.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers,
Hongkong, 10th September, 1900. [2383]

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATINO UNITED COMPANIES).
STEAM FOR SINGAPORE, PENANG AND BOMBAY.
Having connection with Company's Mail Steamers to ADEY, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
Taking Cargo at through rates to PERIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.
THE Steamship
"BISAGNO,"
Captain Magazzini, will be despatched as above TO-DAY, the 11th inst., at Noon.
At Bombay the steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents,
Hongkong, 5th September, 1900. [17]

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Company's Steamship
"SHANSI."
Captain Curdham, will be despatched as above TO-MORROW, the 12th instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 10th September, 1900. [2382]

FOR SHANGHAI.
THE Steamship
"LYEEMOON."
Captain G. Heuermann, will be despatched for the above port TO-MORROW, the 12th inst., at 5 p.m.
This steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO.,
General Managers,
Hongkong, 8th September, 1900. [2380]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.
THE Company's Steamship
"ESMERALDA."
Captain Geo. T. Blackland, will be despatched as above TO-MORROW, the 12th instant, at 5 p.m.
This steamer has superior accommodation for Passengers and is fitted with the Electric Light.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers,
Hongkong, 3rd September, 1900. [2361]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.
THE Company's Steamship
"MELPOMENE."
Captain C. Matcovich, will leave for the above place on THURSDAY, 13th instant, at 4 p.m.
For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents,
Hongkong, 8th September, 1900. [16]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEY, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.
THE Steamship
"PARRAMATTA."
Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 15th September, 1900, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c. will be conveyed via Bombay without transhipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent,
Hongkong, 3rd September, 1900. [1]

FOR NEW YORK VIA SUEZ.
THE Steamship
"GLENESEK"
will be despatched for the above port on or about 15th September, 1900.
To be followed by Steamship
"ANAPA"
about 15th October.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents,
Hongkong, 20th August, 1900. [2223]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	BOMBAY, SINGAPORE and CO.	THURSDAY, 13th Sept., at Noon.
YAWATA MARU	NAGASAKI, KOBE and YOKO.	THURSDAY, 20th Sept., at Noon.
KAWACHI MARU	MARSEILLES, LONDON, and ANTWERP VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 21st Sept., at Daylight.
SHINANO MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE.	FRIDAY, 28th Sept., at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA,
Manager.

Hongkong, 4th September, 1900. [12]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
PUNCTUALITY.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
"EMPEROR OF JAPAN"....Comdr. Geo. A. Lee, R.N.R. WEDNESDAY 26th Sept., 1900
"EMPEROR OF CHINA"....Comdr. R. Archibald, R.N.R. WEDNESDAY 24th Oct., 1900
"EMPEROR OF INDIA"....Comdr. O. P. Marshall, R.N.R. WEDNESDAY 21st Nov., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder Street.
Hongkong, 30th August, 1900. [9]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SIBIRIA	HAVRE & HAMBURG	On 18th inst. Freight and Passage.
Capt. Braun	(London with transhipment in Hamburg)	September
SAXONIA	HAVRE & HAMBURG	About 2nd inst. Freight.
Capt. Jager	(London with transhipment in Hamburg)	October
ASTORIA	NEW YORK VIA SUEZ CANAL	About 10th inst. Freight.
Capt. Hildebrandt	(London with transhipment in Hamburg)	October
BAMBERG	HAVRE & HAMBURG	About 21st inst. Freight.
Capt. Jacobs	(London with transhipment in Hamburg)	October
KONIGSBERG	HAVRE & HAMBURG	About 30th inst. Freight and Passage.
Capt. Schuder	(London with transhipment in Hamburg)	October

*These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & CO.,
Agents.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 10th September, 1900. [13]

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	THURSDAY	SAILING DATES.
PREUSSEN	WEDNESDAY	20th September.
HAMBURG (Hamburg-America Linie)	WEDNESDAY	3rd October.
SACHSEN	WEDNESDAY	17th October.
OLDENBURG	WEDNESDAY	31st October.
BAYERN	WEDNESDAY	14th November.
STUTTGART	WEDNESDAY	28th November.
KONIG ALBERT	WEDNESDAY	12th December.
PRINZ HEINRICH	WEDNESDAY	26th December.
PRINZESS IRENE	WEDNESDAY	9th January, 1901.
PREUSSEN	WEDNESDAY	23rd January, 1901.
HAMBURG (Hamburg-America Linie)	WEDNESDAY	6th February, 1901.
SACHSEN	WEDNESDAY	20th February, 1901.
KIAUTSCHOU (Hamburg-America Linie)	WEDNESDAY	6th March, 1901.

ON THURSDAY, the 20th day of September, 1900, at Noon, the Steamship "PREUSSEN" of the Norddeutscher Lloyd, Captain H. Kirchner, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on TUESDAY, the 18th September. Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 19th September; and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 19th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 7th September, 1900.

[8]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SHANGHAI & KOBE { TIENTSIN { About 13th inst. Freight.

LONDON &c. { PARRAMATTA { Noon, 15th inst. See Special Advertisement.

SHANGHAI { BENGAL { About 15th inst. Freight or Passage.

YOKOHAMA VIA NA { ROSETTA { About 15th inst. (Passing through the Inland GASAKI & KOBE { C. C. Talbot, R.N.R. { Sept. { Sea. Freight or Passage.

LONDON { SHANGHAI { About 20th inst. Freight or Passage.

For Further Particulars, apply to
A. M. MARSHALL,
Acting Superintendent.

Hongkong, 10th September, 1900. [1]

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO. FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
OLYMPIA	2,337	J. Truebridge	Sept. 13	MONSIEUR	2,872	J. Kennedy	Oct. 20
GLENOLIE	3,750	W. Frakes	Sept. 18				
QUEEN ADELAIDE	2,332	F. McNair	Sept. 29				

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 241.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, or PORTLAND, 428.

The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DREA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 5th September, 1900. [10]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND, PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship
"TAIYUAN."
Captain Nelson, will be despatched as above on THURSDAY, the 20th September, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 23rd August, 1900. [2294]

Hongkong, 28th August, 1900. [2295]

VESSELS ON THE BERTH.
FOR PORTLAND, OREGON.

(Booking Cargo for SAN FRANCISCO and OVERLAND PORTS).

THE Steamship
"SKARPSNO."
due here Monday Next, the 10th inst.
For Freight Rates, apply to
T. M. STEVENS & CO.,
4, Queen's Road Central.
Hongkong, 6th September, 1900. [2365]

THE OSAKA SHOEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.
THE Company's Steamship

"MAIDZURU MARU"
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 16th instant, at DAWN.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 10th September, 1900. [2365]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.
THE Company's Steamship

"MARQUIS BAQUEHEM"
Captain A. Billaud, will leave for the above ports on SUNDAY, the 16th instant, at DAWN.
For Freight or Passage, apply to
SANDER, WIELER & CO., Agents.
Hongkong, 10th September, 1900. [2364]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"AFRIDI"
will be despatched for the above port on or about the 16th instant, and will be followed by the Steamship
"MARIA DE LARRINAGA"
on or about the 25th instant.
For Freight, apply to
DODWELL & CO., Ltd., Agents.
Hongkong, 11th September, 1900. [2364]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through rates to the BRAZILS, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE AND ADRIATIC PORTS).

THE Company's Steamship
"CHINA"
Captain R. Meyer, will be despatched as above on MONDAY, the 17th inst.
Suez and Valparaiso are transhipped on arrival at Bombay into an accelerated liner.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO., Agents.
Hongkong, 11th September, 1900. [2364]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"GLAUCUS"
Captain Barrow, will be despatched as above on TUESDAY, the 18th September.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 10th August, 1900. [2099]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"BERGENHUS"
3,600 Tons, on 18th Sept.
THE Steamship "BERGENHUS" will be despatched for SAN DIEGO and SAN FRANCISCO, VIA SHANGHAI, MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 18th September.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same to be required.
Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, China and Japan. [2203]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT (TAKING CARGO AT LONDON RATES).

THE Company's Steamship
"HECTOR"
Captain Barr, will be despatched as above on TUESDAY, the 18th September.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 24th August, 1900. [2203]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"ALCINOUS"
Captain Palford, will be despatched as above on TUESDAY, the 2nd October.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 24th August, 1900. [2278]

VESSELS ON THE BERTH.
TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
"AMERICA MARU" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, Sept. 12, 1900, at DAY-LIGHT.

"HONGKONG MARU" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at NOON.

"NIPPON MARU" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at NOON.

THE Twin-Screw Steamship
"AMERICA MARU"
will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on WEDNESDAY, the 12th Sept., 1900, at DAYLIGHT, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 29th August, 1900. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
"GAELIC" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at NOON.

"DOBIE" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 23, at NOON.

"CORRITO" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 17, at NOON.

THE Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 27th September, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 7th September, 1900. [4]

VESSELS ON THE BERTH.
U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at NOON.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at NOON.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 18th September, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 29th August, 1900. [3]

THE OSAKA SHOEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship
"ANPING MARU"
Captain S. Aizumi, will be despatched for the above ports on WEDNESDAY, the 13th Sept., at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 5th September, 1900. [143]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERICA LINE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.
THE full-powered Steamship
"ORWELL"
will be despatched as above on or about the 25th instant.
For Freight, apply to
JARDINE, MATHESON & CO., Agents.
Hongkong, 5th September, 1900. [2366]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERICA LINE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.
THE full-powered Steamship
"ASTORIA"
Capt. Hildebrandt, will be despatched for the above port on or about 19th October.
For Freight, apply to
CARLOWITZ & CO., Agents.
Hongkong, 31st August, 1900. [237]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"PATROCLUS"
Captain Dickens, will be despatched as above on TUESDAY, the 16th October.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 7th September, 1900. [237]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIAN CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—
Nowwood, British ship, Thos. Roy.—Order.
PETER RICKMERS, German ship, Scholer.—Arnhold, Karberg & Co.
AUSTRALIAN, British steamer, Helms.—Gibb, Livingston & Co.
LIGHTNING, British ship, Spence.—D. Sassoon, Sons & Co.

HONGKONG STEAMERS.

America Maru, Jap. str., 3,353, Goin, Sept. 1.
Toyo Kisen Kaisha
Rissago, Italian str., 1,500, Maganzini, Sept. 3.
Carlwell & Co.
Chihli, British str., 1,033, Newcomb, Sept. 10.
Butterfield & Swire
China, German steamer, 1,113, Voss, Sept. 6.
Simmons & Co.
Clara, German steamer, 675, Hansen, Sept. 9.
Jebson & Co.
Doutours, German str., 1,001, Peterson, Sept. 7.
Simmons & Co.
Esmeralda, British str., 901, Blackland, Arg. 31.
Shewan, Tomes & Co.
Fausang, British str., 1,140, Mitchell, Sept. 9.
Jardine, Matheson & Co.
Florida, Dutch steamer, 2,235, Ouchand, Sept. 7.
Butterfield & Swire
Glenzie, British str., 1,300, Hill, Sept. 10.
McGregor Bros. & Co.
Glenzie, British str., 1,300, Frakes, Sept. 10.
Dodwell & Co., Limited
Hailing, British str., 1,207, Hall, Sept. 9.
Domagas Lapaik & Co.
Hating, French steamer, 750, Bast, Sept. 9.
A. R. Marty
Iburi Maru, Jap. str., 1,044, Okuma, Sept. 5.
Japanese
Indus, French str., 2,331, Duchateau, Sept. 10.
Messageries Maritimes
Kara, British steamer, 1,007, Griffiths, Sept. 10.
Government
Kingsley, British str., 1,223, Young, Sept. 9.
Jardine, Matheson & Co.
Kong Beng, German str., 922, Fuchs, Aug. 23.
Butterfield & Swire
Loonamoon, Ger. str., 1,435, Schulz, Aug. 24.
Simmons & Co.
Loonamoon, British str., 1,400, Weigall, Sept. 10.
Jardine, Matheson & Co.
Loyal, German str., 1,237, Lorenzen, Aug. 30.
Sander, Wierler & Co.
Nanyang, Ger. str., 983, Lehmann, Sept. 9.
Simmons & Co.
Olympia, British str., 1,730, Truebridge, Sept. 3.
Dodwell & Co., Limited
Pakshah, British str., 1,234, Jenkins, Aug. 31.
Bradley & Co.
Patroclus, British str., 3,358, Dickens, Sept. 7.
Butterfield & Swire
Phra C. C. Kiao, British str., 1,012, McLellan, Sept. 8.
Butterfield & Swire
Phrangang, German str., 1,211, Calder, Sept. 6.
Meichers & Co.
Shanai, British str., 1,250, Carnaghan, Sept. 7.
Butterfield & Swire
Tiger, Norwegian str., 2,106, Wold, Sept. 8.
Mitsui Bussan Kaisha

SAILING VESSELS.

Bittern, British ship, 330, Askin, Aug. 28.
Simmons & Co.
Hamburg, British ship, 1,530, Caldwell, Aug. 30.
Standard Oil Co.
Manuel Laguna, Amr. ship, 1,650, Small, Aug. 6.
Norwood, British ship, 1,003, Roy, July 31.
Order
Peter Rickmers, Ger. 4th ship, 2,751, Scholer, Aug. 11.
Standard Oil Co.
President, British bark, 754, Munro, Aug. 24.
Simmons & Co.
Sachen, Amr. bark, 1,207, Nickles, July 18.
Standard Oil Co.
Sarana, Amr. bark, 858, Bartaby, Aug. 15.
Standard Oil Co.
Sierra Estrella, British ship, 1,397, Farmer, July 8.
Dodwell & Co., Limited
Stanfield, British bark, 503, Wilson, June 22.
Order
Topallant, Amr. bark, 1,200, Sunvaoldt, Aug. 31.
Order
Westgate, British ship, 1,830, Neville, Aug. 9.
Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 2,000 h.p., Comdr. C. G. F. M. Cradock, at Shanghai.

Algerine, sloop, 6 guns, 1,100 h.p., Comdr. R. E. Johnston Stewart, at Taku.

Argos, British battleship, 11,000, Capt. G. H. Clery, at Hongkong.

Aurora, cruiser, 12 guns, 2,000 h.p., Capt. E. H. Bayly, at Newchwang.

Bardour, battle-ship, 14 guns, 9,000 h.p., Capt. G. I. S. Warrender, at Taku.

Bonaventure, cruiser, 10 guns, 7,000 h.p., Capt. J. C. Sawle, at Shanghai.

Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. S. Wrey, Bart., at Singapore.

Britomart, gunboat, Capt. Philip Walter, at Hongkong.

Centurion, flag-ship, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, at Shanghai.

Daphne, sloop, 8 guns, 1,400 h.p., Comdr. C. W. Hamilton-Ingam, at Wuhu.

Dido, cruiser, 2nd class, Capt. P. F. Tildard, at Weihaiwei.

Endymion, cruiser, 12 guns, 10,000 h.p., Capt. G. A. Callaghan, at Taku.

Esk, gun-boat, 2 guns, 200 h.p., Lieut. and Comdr. C. Chawick, at Shanghai.

Fame, torpedo-boat destroyer, 6 guns, 5,700 h.p., Lieut. and Comdr. Roger Keyes, Peiho River.

Flarebrand, gun-boat, 4 guns, 300 h.p., in reserve, at Hongkong.

Goliath, battle-ship, 16 guns, 12,950 tons, 13,500 h.p., Capt. Lewis E. Wintz, at Shanghai.

Handy, torpedo-boat destroyer, 6 guns, 4,000 h.p., in reserve, at Hongkong.

Hart, torpedo-boat destroyer, 6 guns, h.p., 4,000 in reserve, at Shanghai.

Hermione, cruiser, 10 guns, 7,000 h.p., Capt. R. S. D. Cunningham, Nanking.

Humber, storeship, Comdr. H. J. Davison, at Shanghai.

Isis, cruiser, 2nd class, Capt. G. M. Henderson, at Amoy.

Janus, torpedo-boat destroyer, Lieut. and Comdr. R. G. Corbett, left England.

Linnet, gun-vessel, 2 guns, 870 h.p., Comdr. Wm. V. Smythe, at Kinkiang.

Lizard, gunboat, Lieut. John C. Watson, at Shanghai.

Marathon, cruiser, Capt. John G. M. Field, at Chinkiang.

Mohawk, cruiser, Capt. F. W. Freeman, at Amoy.

Olando, cruiser, 12 guns, 8,000 h.p., Capt. J. H. T. Burke, at Taku.

Otter, torpedo-boat destroyer, Lieut. and Comdr. H. D. Wilkin, D.S.O., at Hongkong.

Peacock, gun-boat, 8 guns, 720 h.p., Lieut. Commander C. P. E. Cooke, at Weihaiwei.

Phoenix, sloop, 6 guns, 1,100 h.p., Comdr. R. G. Foster, at Taku.

Pigmy, gun-boat, 6 guns, 720 h.p., Lieut. Com. J. F. E. Green, at Woosang.

INTIMATIONS

THE CHINA AND JAPAN TELEPHONE CO., LD.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

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